1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION/PURPOSE

This Environmental Impact Report (EIR) has been prepared to evaluate specific environmental impacts associated with the proposed Burbank Empire Center Project Planned Development Master Plan (the proposed project) in the City of Burbank. The City of Burbank is the Lead Agency with authority to prepare this EIR and, after the comment/response process, is the certifying agency for the Final EIR (FEIR).

An Initial Study, prepared by the City of Burbank, indicated that the proposed project may have a significant effect on the environment, and that an EIR would be required to more fully evaluate potential adverse environmental impacts that may result from development of the project.

As a result, this EIR has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended (Public Resources Code Section 21000 et seq.), and the State CEQA Guidelines for Implementation of CEQA (California Code of Regulations, Title 14, Section 15000 et seq.). This EIR also complies with the City of Burbank's procedures for implementation of CEQA.

The purpose of this EIR is to inform decision makers and the general public of any significant adverse environmental impacts that may be associated with the planning, construction and operation of the proposed project, and to identify appropriate feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts. This EIR also includes evaluation of reasonable alternatives to the proposed project, including a no project/existing General Plan alternative, a no development/no build alternative, six alternative on-site land use configurations, and two off-site alternatives.

Development of the proposed project will require discretionary approvals by the City of Burbank and Responsible Agencies. The City of Burbank discretionary actions include:

1) General Plan Amendment 97-2 has been filed by the project applicant, requesting redesignation of the project site from "Industrial" to "Commercial."

2) Zone change from M2 (Industrial Zone) to PD (Planned Development) Number 97-3 zone;

2a) Planned Development approval is requested to provide the land use regulatory framework for a mixed commercial (retail, auto sales), office/studios, and hotel development project, as well as to illustrate the overall development concept and distribution of land use.

2b) Development Agreement addressing build out of the proposed Master Plan according to the provisions and regulations included in PD No. 97-3, and including vesting of development rights, timing of on-site and off-site improvements, and funding of improvements.

3) Parcel Map 24941, subdividing the property into developable parcels;

4) Off-site property acquisition and possible condemnation for roadway and site access, street vacation, and realignment of Victory Boulevard are requested for project access and traffic mitigation improvements to form a new intersection with Burbank Boulevard and Victory Boulevard.

Zelman Retail Partners, Inc. project proponent also proposes project landscaping of Caltrans right-of-way to Caltrans' specifications, which will require review and approval by Caltrans. Caltrans will provide maintenance of the right-of-way.

The project proponent must also obtain a stormwater runoff permit as required by the Regional Water Quality Control Board under regulations promulgated by the U.S. Environmental Protection Agency (EPA). These regulations require that a National Pollution Discharge Elimination System (NPDES) permit be obtained for construction activities on any site of five or more acres. As a result, an NPDES permit will be required for the construction of the project.

1.2 PROJECT DESCRIPTION

The project goals and objectives are described in detail in Chapter 3. The principal objectives of the proposed project are as follows:

- Enhance the economic vitality of the City of Burbank and provide the City of Burbank with property tax, sales tax, and other revenue opportunities.
- Minimize impacts to the environment through sensitive land use planning and implementation of comprehensive site development standards.
- Develop a master plan for development to be included in PD No. 97-3 that is thematically coherent and presents aesthetically pleasing architecture, landscaping, materials, and signage.
- Maintain low building profiles in areas closest to adjacent residential neighborhoods.
- Provide a land use plan that is sensitive to, and compatible with, adjacent residential uses.
- Maximize compatibility between allowed uses on the project site and adjacent land uses.

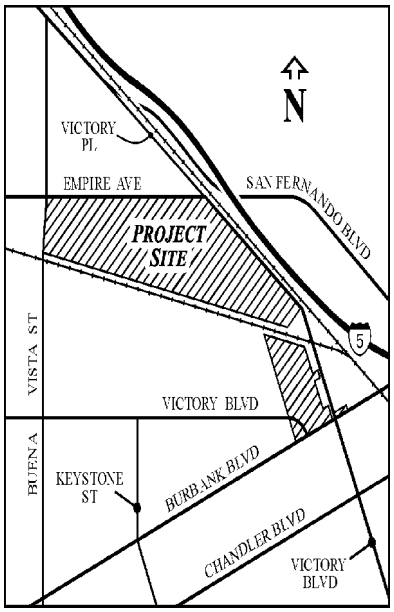

Figure 1.2.1 - Project Location

- Allow for the transition of the site from vacant property to new uses that can provide jobs and economic activity to promote economic revitalization and growth in conjunction with the goals, programs, and policies included in the City of Burbank General Plan and the Golden State Redevelopment Project Area Plan.

- Provide for the master planned development of the currently vacant approximately 101 acre former Lockheed B-1 and B-199 manufacturing sites and additional approximately 2 acres of several parcels fronting on Victory Boulevard, Victory Place, and Burbank Boulevard with a mix of non-residential uses, potentially including commercial, retail, hotel, auto dealership, studio, and office uses.

- Provide an economical reuse of this important parcel while mitigating traffic impacts, especially at the Five Points intersection.

- Enhance the economic vitality of the City of Burbank through redevelopment of the property, and provide the City of Burbank with jobs, property tax, sales tax, and other revenue opportunities.

The proposed development site (see Figure 1.2.1) is a significant undeveloped parcel with access to the following major streets: 1) Burbank Boulevard, 2) Victory Boulevard, 3) Victory Place, 4) Empire Avenue, and 5) Buena Vista Street. There are four development options submitted by the applicant considered in the EIR to provide a mixed use development project composed of the following potential uses: commercial retail, auto sales, studio, neighborhood retail, restaurants, hotel, entertainment, and office, in a variety of mixes.

- Development Option A would allow up to 1,981,524 square feet (sf) of development, including up to 1,057,800 sf of office use inclusive of support commercial and restaurant uses, up to two hotels with up to 350 rooms, approximately 925,000 sf of commercial use (130,788 sf of neighborhood retail, 662,236 sf of major retail uses, 130,700 sf of fast-food and restaurant uses), and associated parking.

- Development Option D1-A would allow a 598,319 sf retail center, two hotels with a total of 350 rooms, 600,000 sf office center, and 255,000 sf of auto sales and service building area.

- Development Option D1-B would allow a 598,319 sf retail center, two hotels with a total of 350 rooms, a 110,000 sf office center, 255,000 sf of auto sales and service building area, and a 300,560 sf studio complex.
- Development Option D1-C would allow a 155,804 sf retail warehouse (Costco) with gasoline sales and a 599,578 sf retail center, two hotels with a total of 350 rooms, a 600,000 sf office complex, and 86,100 sf auto sales and service center.

Because the project is a large-scale project, market conditions may dictate changes to the precise character and design of project components. Therefore, the City of Burbank is analyzing four options to assess site development within the brackets created by the more heavily commercial Development Option A and Development Option D1-B, which

focus more on auto sales and studio uses, with a smaller commercial component. Development Options D1-A and D1-C lie between Options A and D1-B as far as retail commercial is concerned. Depending upon lease options and market conditions at the time of approval, this EIR will provide the framework for City review of this range of development plans so that one option may be selected along with appropriate mitigation measures to offset project impacts.

The new construction is proposed to take place in construction phases that may begin at once after project approval, and involves simultaneous activity over the entire site, estimated to be completed and operational within 18 months after start of construction. Infrastructure, drainage, and utility services are to be constructed on site and off site concurrent with site development, with connections in public rights-of-way to City and other utility providers' facilities. A 15,000 sf electrical substation is included in the project.

Access to the development sites is via Victory Boulevard, Victory Place, Empire Avenue, Burbank Boulevard, and Buena Vista Street. A realignment of Victory Boulevard to connect with Burbank Boulevard west of the existing intersection is proposed to mitigate the project plus cumulative traffic conditions.

Remediation is substantially underway on the site. A substantial amount of soil has been removed, and a vapor extraction system (VES) is in place adjacent to the site at Victory Place and the railroad tracks (fully described in Section 4.11). Substantial soil testing has occurred on the site over the past ten years including, most recently, a soil gas testing program. A minimum of one soil gas (sg) test was performed for each acre of the approximately 100 acre Lockheed Plant B-1 site. The locations of such soil gas vapor probes are numbered SG-1, SG-2, SG-3, and so on, across the site and are mapped (see Section 4.11). The following project components pertain to protecting human occupants from possible residual contamination at the site:

1. Vapor barriers (composed of 60 mil thick high density polyethylene [HDPE] with four inch thick sand beds) and associated vent piping (composed of four inch diameter HDPE vent pipe with perforations at a minimum of five percent of the open area placed in vent trenches a minimum 12 inches wide by 12 inches deep) will be placed on top of the locations of soil gas vapor probes SG101 and SG103 prior to slab on grade or pavement construction. The dimensions of these vapor barriers will be 8,250 square feet (sf). The vapor barrier placed on top of SG101 will conform to the building footprint identified as R-11 on development option D1-C. The vapor barrier placed on top of SG103 will be rectangular in shape, with SG103 located at the center of the vapor barrier.

2. The vapor extraction system (VES) currently operating on the property is anticipated to continue to operate while the Los Angeles Regional Water Quality Control Board (LARWQCB) is petitioned for closure by Lockheed Martin Corporation. The VES will remain in operable condition until closure is granted by the LARWQCB.

3. Site access will be granted from the buyer (Zelman Retail Partners) in favor of the seller (Lockheed Martin) for maintenance of the VES while operational, as required by the LARWQCB. An easement agreement, or equivalent legal

mechanism, will maintain Lockheed Martin's right for site access for maintenance of the VES equipment.

1.3 PROJECT LOCATION

The proposed project is located in the central portion of the City of Burbank, along the Golden State (Interstate 5) industrial/commercial/media corridor (see Figure 3.2.1, Regional Location).

The approximately 101 acre portion of the proposed project site is composed of two large parcels that were formerly Lockheed Corporation industrial manufacturing facilities known as the B-1 and the B-199 sites. The remaining portions of the project site are composed of several parcels fronting on Victory Boulevard, Victory Place, and Burbank Boulevard (two acres). The project site is situated in central Burbank, generally west of the Golden State Freeway, between 1) Buena Vista Street and Victory Place and 2) Burbank Boulevard and Empire Avenue.

The B-1 site is predominately bounded by a railway line (Union Pacific Railroad-Coast Line) on the south, Empire Avenue on the north, Buena Vista Street on the west, and the Golden State Freeway and Union Pacific Railroad (Valley Line) on the east (Figure 3.2.2). The surrounding area comprises a mixture of land uses. To the north, across Empire Avenue are one and two story business office/industrial buildings and a restaurant. Approximately 100 feet south of the project site, across the Union Pacific Railroad (Coast Line) track, is an area of single family (one story) residential houses interspersed on some streets with multifamily housing. The B-199 site lies to the southeast of the B-1 site south of the railroad track, to Victory Boulevard and Burbank Boulevard, including a reconfigured intersection of Victory Boulevard and Burbank Boulevard. The B-199 site is adjacent to a single family residential area on the west side, industrial and office uses on the east, and commercial/retail to the south across Victory Boulevard.

Throughout this EIR, the terms "site," "proposed project site," "proposed project," and "subject property" are used interchangeably to indicate the project, which is the subject of this EIR.

The approximately 101 acre former Lockheed Martin Corporation assembly and manufacturing plants and all associated structures and foundations have been demolished and removed. The Lockheed Martin Corporation ceased use of the property in the late 1980s after completion of active industrial fabrication of aeronautical parts and planes. The site was contaminated with industrial waste, and has undergone extensive surveys, testing and environmental cleanup under State and federal hazardous waste cleanup regulations. The site is currently vacant and undergoing a long-term environmental contaminant cleaning process. Substantial portions of the site have been excavated to remove contaminated soil. The VES plant, located on approximately two acres, is not part of the subject property. The VES plant is adjacent to the proposed project at Victory Place and the rail tracks. The VES plant treats contaminants collected via VES piping on the project site. Approximately eight acres of the B-1 site contains the VES piping buried beneath the surface.

The VES was installed in 1996/97, and was projected to be in place for an estimated 8½ year period to collect and remove residual soil contaminants. The project proponent proposes to construct the project on the property while the VES continues to operate. The project will be constructed on top of the buried VES pipes. The VES plant is on adjacent property, not on part of the project. The VES and other site remediation programs are described in Section 4.11.

The B-1 and B-199 portion of the project site is in the Golden State Redevelopment Project area. The City of Burbank Redevelopment Agency adopted the Golden State Redevelopment Project in 1970 and amended the project in January, 1973. A Redevelopment Plan was approved for the area, which promotes redevelopment of underutilized and/or vacant parcels such as the currently vacant project site. There is no Redevelopment Agency action contemplated for the proposed project.

Responsible agencies include the Los Angeles County Flood Control District, California Department of Transportation (Caltrans), and the Regional Water Quality Control Board. The agencies and future discretionary action are discussed in Section 3.7 in Chapter 3.0.

1.4 ALTERNATIVES CONSIDERED

The analysis in Chapter 5.0 discusses seven development alternatives to the proposed project (Options A, D1-A, D1-B, and D1-C): four that present different development on the existing project site, the No Project Existing Conditions (Alternative H) Alternative, the No Project-Implementation of Existing Plan/Practice Results of not proceedings with Project Alternative (Alternative I), and implementation of the proposed project (or a similar development scenario) at an alternative site. By examining the results presented in Chapter 5.0, a determination can be made as to which alternative scenarios generate fewer environmental impacts. Five of the six on-site project design alternatives and Alternative I either have similar impacts or have greater impacts compared to the proposed project, and are not environmentally superior to Development Options A, D1-A, D1-B or D1-C. The No Build on-site alternative is environmentally superior to any of the development option scenarios but is infeasible because none of the project objectives are met. The off-site alternatives considered in this analysis are not feasible alternative sites, and have been rejected from further consideration.

Alternative D1 is considered to be environmentally superior because it results in reduced impacts to traffic, air quality, and public services due to the generally less intense project, with fewer employees and fewer vehicle trips.

1.5 AREAS OF CONCERN AND ISSUES TO BE RESOLVED

The Initial Study identified areas of concern and issues to be examined further in this EIR. In addition, responses to a Notice of Preparation and public comments received at the November 6, 1997, scoping meeting indicated several concerns that were requested to be included in the EIR. These issues and concerns include: 1) traffic circulation and parking, including potential traffic impacts on adjacent residential areas and how to mitigate traffic impacts; 2) air pollutant emissions, dust, and airborne contaminant exposure created during the project's construction; 3) increased noise levels; 4) land use

compatibility; 5) health risks associated with hazardous substances discovered on the site; 6) adequacy of existing public services and utilities to serve the area plus the project; 7) how to mitigate significant impacts identified in Table 1.6.A; and 8) choice among alternatives described in Chapter 5.0.

This EIR addresses each of these issues and concerns in detail. This EIR examines project related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts.

This EIR also considers alternatives to the project that potentially could reduce or eliminate project impacts. Issues to be resolved include 1) how to mitigate impacts identified in the EIR, and 2) the decision makers' choice among project alternatives[1], which are listed below in Table 1.5.A.

1.6 ENVIRONMENTAL IMPACT/MITIGATION MATRIX

The impact and mitigation summary matrix (Table 1.6.A) provides a summary of project impacts, mitigation measures and level of significance after mitigation. The summary provided in Table 1.6.A represents only analysis specific to the proposed project (Development Options A, D1-A, D1-B, and D1-C), and does not include analysis associated with the project alternatives.

[1] Alternative E was developed by City staff and presented to the City Council for consideration on August 25, 1997. The report to City Council is included in the Appendix of this EIR.

Table 1.5.A - Project Components for the Burbank Empire Center Development Project Options and Alternatives

	Square Feet of Development											Rooms	Sq. Ft.
	Office	Commercial (B-199 Site)	Retail (B-1 Site)	Fast Food	High Turnover Sit-Down Restaurant	Quality Restaurant	Other Retail [1]	Auto Sales	Studios	Industrial	Research & Development	Hotel(s)	Total [2]
Proposed Project - Development Options													
Option A	1,057,800	130,788	632,486	38,500	40,200	52,000	29,750	0	0	0	0	350	1,981,524
Option D1-A	600,000	0	443,973	13,000	23,500	55,000	94,527	255,000	0	0	0	350	1,485,000
Option D1-B	110,000	0	442,645	12,500	24,000	20,000	99,174	255,000	300,560	0	0	350	1,263,879
Option D1-C	570,000	155,804	449,961	11,300	29,167	30,000	109,150	86,100	0	0	0	350	1,441,482
Project Alternatives													
Alternative B	1,357,000	130,788	516,486	21,500	33,700	52,000	49,250	0	0	0	0	0	2,160,724
Alternative C	1,425,300	130,788	516,936	21,500	17,300	91,500	33,200	0	0	0	0	0	2,236,524
Alternative D	1,057,800	0	606,350	33,000	30,900	52,000	29,750	166,888	0	0	0	0	1,976,688
Alternative D-1	360,000	0	266,384	7,800	14,100	33,000	56,716	153,000	0	0	0	210	891,000
Alternative E	1,160,000	0	453,500	31,000	8,000	40,000	87,500	166,888	0	0	0	350	1,946,888
Alternative F	1,057,800	0	632,486	33,000	30,900	52,000	29,750	58,205	0	0	0	350	1,894,141
Alternative G	0	0	0	0	0	0	0	0	0	0	2,218,293	0	2,218,293
Alternative H	0	0	0	0	0	0	0	0	0	0	0	0	0
Alternative I	0	0	0	0	0	0	0	0	0	2,218,293	0	0	2,218,293

[1] Other Retail includes car wash, dry cleaner with drive-through, bank with drive-in, one-hour photo with drive-through, gas station, and/or specialty retail. Components of Other Retail vary by alternatives.

[2] Total square footage does not include hotel.

Table 1.6.A - Summary of Project Specific Impacts, Mitigation Measures, and Level of Significance

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
4.1 Land Use		
General Plan and Zoning Designations		
The proposed project is inconsistent with the existing "industrial" land use designation. General Plan Amendment (GPA) 97-2 has been filed by the project applicant, requesting redesignation of the project site to the "Commercial" use category. Approval of GPA 97-2 will bring the project into compliance with the City of Burbank General Plan Land Use Element.	No mitigation required.	Less than significant.
Zoning Ordinance and Planned Development Regulations		
The proposed project is inconsistent with the existing zoning ordinance. Because the development regulations proposed for the project are tailored to the proposal, there is no potential conflict of the proposed plan with City development regulations. The applicant has applied for a zone change from M-2 and C-3 to Planned Development (PD No. 97-3) Any potential inconsistency with the City Zoning Ordinance will be rectified by approval of Zoning Amendment 97-3.	No mitigation required.	Less than significant.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Golden State Redevelopment Plan		
The proposed project will create a variety of commercial uses for the City of Burbank to increase the economic vitality of the area by utilizing an underdeveloped parcel in the Golden State Redevelopment Project Area, consistent with the Redevelopment Plan.	No mitigation required.	Less than significant.
Compatibility with Adjacent Properties and Residents		
Potential visual, air quality, noise, and traffic related impacts may affect off-site land uses.	See mitigation measures in Section 4.7 (Traffic and Circulation), Section 4.8 (Air Quality), Section 4.9 (Noise), and Section 4.10 (Aesthetics).	Mitigated below a level of significance.
Land Use Compatibility		
The proposed project will be a logical extension of the established land use patterns with the long-established General Plan and zoning land use pattern of commercial and service uses along the Golden State Freeway corridor.	No mitigation required.	Less than significant.
Airport Land Use Compatibility		
The proposed project is compatible with the Burbank-Glendale-Pasadena Airport and would remain compatible with the proposed airport expansion. In addition, the project site is not located within the existing or proposed 65 CNEL noise exposure contours of the airport.	No mitigation required.	Less than significant.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
4.2 Population and Housing		
The proposed project will displace 13 businesses, resulting in the loss of a limited number of jobs. The proposed project is expected to generate approximately 4,563 jobs at build out of the project. The number of new jobs associated with the proposed project is within SCAG's employment forecasts (see Section 4.2, Table 4.2.A).	No mitigation required.	Less than significant.
4.3 Geotechnical Conditions		
Liquefaction Potential		
Liquefaction of the project site is unlikely, due to the depth of groundwater (historic) and the dense sands or cohesive soils (silts and clays) encountered below 25 feet.	No mitigation required.	Less than significant.
Ground Rupture		
The project site is not located in an Alquist-Priolo Study Zone, and there are no known faults crossing or projecting through the project site.	No mitigation required.	Less than significant.
Landslides		
The project site is not prone to landslides, due to the level of topography.	No mitigation required.	Less than significant.
Seismic Ground Motion		
The project site will be subject to strong ground motion resulting from earthquakes on nearby faults. No active or potentially active faults are known to cross the site.	3.1 Prior to issuance of grading permits, project grading plans and structural plans for all buildings shall incorporate soil and seismic foundation recommendations of an updated soils and geotechnical report; these recommendations shall be confirmed	Mitigated below a level of significance.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation

after a comprehensive design level geotechnical investigation of the site, as presented in a "Final Soils and Geotechnical" report. All potential project effects are fully described in the GPI (1999) Report; an updated geotechnical report is necessary to incorporate refinements and building specific soil and foundation recommendations into the final project design. Incorporation of recommended site preparation and compaction features shall be confirmed by the City of Burbank Engineering Department, Public Works Agency, prior to approval of final grading plans. Particular attention shall be paid to overexcavation of soil and recompaction of building areas and parking lot areas. The following soil removal and compaction standards shall apply:

1. Loose sands and soil classified as collapsible or soils subject to hydroconsolidation not suitable for structural support shall be removed and recompacted. Removals shall extend laterally beyond the building line a minimum distance equal to the depth of overexcavation below finish grade (i.e., a 1:1 projection below the edge of footings). The lateral limits should extend a minimum of five feet and a maximum of ten feet beyond building lines (i.e., canopies, storage areas, enclosures, etc.). Overexcavation and densification shall be required in the areas under planned building foundations, dependent upon final structural design load, per UBC requirements.

2. Additional densification below areas of soil removal can be achieved by in-place compaction, depending upon final structural load design, per UBC requirements.

3. In shallow excavations where workmen enter, the area shall be properly shored or sloped back at least 1:1 (horizontal:vertical) or flatter. Excavations in compacted fill or dense natural soils may be cut up to four feet vertically. Excavations deeper than four feet in compacted fill or in clean sands shall be shored or

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
		sloped back 1:1. Surcharge loads shall not be permitted within a horizontal distance equal to the height of cut from the toe of the excavation or five feet from the top of the slopes, whichever is greater, unless the cut is properly shored. Excavations that extend below an imaginary plane, inclined at 45 degrees below the edge of any adjacent existing site facilities, shall be properly shored to maintain support of adjacent elements. All excavations and shoring systems shall meet the minimum requirements given in the most current State of California Occupational Safety and Health Standards. Soil densification is required in all areas, consistent with UBC requirements and recommendations in the Final Soils and Geotechnical report.	
Erosion			
During the proposed project's construction phase, newly graded areas will be exposed to increased erosion potential, as a result of rainfall on site or watering activities to reduce fugitive dust. If grading is conducted during the winter months, exposed soils in newly graded areas or stockpiles could become entrained in stormwater runoff and cause siltation within the local storm drain system.		See Mitigation Measures 4.1 through 4.7 in Section 4.4, Water Resources.	Mitigated below a level of significance.
Subsidence and Shrinkage			
During grading and excavation of the project site, excavated soils are likely to shrink on the order of 10 to 20 percent, with subsidence of 0.1 to 0.2 feet for surficial natural soils	3.2	To ensure stability in imported fill material, all imported fill material should be predominantly granular, non-expansive and contain no more than 40 percent fines (portion passing No. 200 sieve) and have a minimum R-value of 50. The Geotechnical Engineer shall be notified at least 72 hours in advance of importing soils. Each proposed import source shall be sampled, tested, and accepted for use by the Geotechnical Engineer prior to delivery of the soils to site. Imported soils to be used as fill shall	Mitigated below a level of significance.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation

be free of debris and not be larger than six inches in dimension. Soils imported prior to acceptance by the Geotechnical Engineer may be rejected if not deemed suitable. The Geotechnical Engineer shall maintain a daily log indicating source of material and placement of material. Prior to issuance of building permits, the Geotechnical Engineer shall furnish the log to the Director, Community Development Department, for review and approval.

3.3 Many of the demolished buildings were supported on drilled piles; although unlikely, encountering such piling during site grading should be anticipated. Proposed excavations shall be reviewed by the City of Burbank Engineering Department prior to approval of grading permits. Should former foundations be encountered, they shall be removed. In addition, grading plans shall specify a grading monitoring program. The monitoring program shall be reviewed and approved by the Engineering Department to ensure the following:

1. Prior to placing any fills, the exposed subgrade (both existing grades or after removals are complete) should be scarified, moisture conditioned (flooded), and proofrolled using a heavy vibratory pad foot roller with a minimum rated energy of 40,000 pounds (dynamic). All subgrades in building areas shall be proofrolled a minimum of six passes. A minimum of four passes shall be made in pavement areas.

2. Prior to grading, the areas to be developed shall be stripped of any vegetation and cleared of all debris, structures, aboveground soil stockpiles, and pavements. All buried obstructions, such as footings, utilities, and tree roots, shall also be removed. All deleterious materials generated during the clearing operations shall be removed from the site. Inert demolition debris, such as concrete and asphalt, may be crushed for re-use in engineered fills in accordance with the criteria identified in Mitigation Measure 3.2. The site shall be cleared to

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	the approval of the Geotechnical Engineer and the City of Burbank Engineering Department prior to issuance of grading permits. 3. To ensure site safety, temporary vertical cuts should be limited to less than three feet within the upper silty sand soils. Excavations deeper than three feet should be sloped at 1:1 or supported by temporary side walls. 3.4 Planter design shall be included in site building plans submitted for plan check and subject to approval of the City of Burbank Engineering Department prior to approval of building permits. To ensure that unexcavated collapsible soils are not affected, all planters within 20 feet of buildings shall be lined and drained to appropriate collection facilities so that these soils are not affected.	
Soil Densification Portions of the project site are underlain by natural sandy soils that exhibit a potential for densification and resulting settlement upon moistening. Where a building is supported either entirely on the natural materials or on these materials and compacted fills, a potential exists for large magnitude differential settlement (several inches over short distances), if the materials get wet.	See Mitigation Measures 3.1 through 3.4.	Mitigated below a level of significance.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
4.4 Water Resources		
Potable Water		
The proposed project may require installation of 12 inch water mains in Victory Boulevard and Burbank Boulevard, fire hydrant upgrades and additional fire hydrants, off-site domestic water connections, on-site water main improvements, and other related water service improvements.	No mitigation required.	Less than significant.
Reclaimed Water/Water Conservation		
The proposed project will be required to install a reclaimed water line to serve all landscaping on the project site.	No mitigation required.	Less than significant.
Fire Flow		
Fire flow requirements will be met as identified in 1997 Uniform Fire Code Appendix III-A, Table A-III-A-1. Implementation of fire flow for the proposed project will meet Uniform Fire Code requirements.	No mitigation required.	Less than significant.
Drainage and Flood Control		
The proposed project is designed to reasonably contain maximum flows of a 100 year storm event; however, flooding of on-site parking will remain. Cumulative impacts to region serving flood control facilities and to properties and streets in the floodplain will remain significant.	4.1 During grading and building plan check, prior to issuance of any building permit, the Public Works Department shall ensure that pylon signs shall not encroach into the Lockheed Channel and shall comply with BMC 7-104, 26-702, which states that no structure is permitted in any public street (or alley), nor any public utility, storm drain, or sewer easement located within the property.	Significant unavoidable adverse cumulative impact.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	4.2 A preliminary Hydrology Study has been accepted by the City; however, an approved Final Hydrology Study is required to assure that surrounding properties and Lockheed Channel will not incur negative impacts, to the satisfaction of the Directors, Public Works Department, and the Public Service Department, prior to issuance of grading permits. The Final Hydrology Study would identify minor modifications to the proposed on-site storm drain system. The Final Hydrology Study will include design requirements to ensure that effects of a 100 year storm are accommodated by on-site facilities, and that all habitable structures are protected from the 100 year storm.	
	4.3 Drainage plans shall provide protection to all planned and existing underground vaults, to the satisfaction of City of Burbank PSD. These drainage plans shall include, but are not limited to, the design of drainage systems that decrease a significant quantity of storm flows reaching underground vaults. No parking structure or habitable building space shall be allowed below ground level or, if such structures are permitted, they shall be flood proofed or otherwise prevented from flooding. The proposed on-site storm drain system will be designed to provide multiple catch basins and drainage inlets to decrease the amount of ponding. Major building roof drains will be designed to connect directly to the underground system and alleviate surface flows behind the office and retail buildings. Such plans shall be reviewed and approved prior to the issuance of grading permits, to the satisfaction of the Directors, Public Works Department, and the Public Service Department.	
	4.4 Areas of anticipated periodic flooding on the site shall be designated as “No Parking” or “Fire Lane - No Parking” areas. Signage shall be implemented prior to issuance of occupancy permits, subject to the approval of the Director, Public Works.	
	(*Additional Mitigation Measures for Development Option D1-B)*	
	4.6 The area of flow along Buena Vista Avenue shall be designated	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	with appropriate signage and curb painting as "No Parking," or "Fire Lane," to keep the area clear of obstructions and vehicles. Signage shall be placed on the site prior to issuance of occupancy permits, subject to the approval of the Director, Public Works.	
	4.7 During final design, the developer and City of Burbank PSD shall provide a final hydrology study for Option D1-B to specify flood protection requirements, such as block walls, berms, taller curbs, and pad elevations set above 100 year flood levels. The developer shall be responsible for the additional improvements and flood control measures included in the Final Hydrology Study, as approved by the Directors, Public Works and Public Services Departments, prior to issuance of grading permits. The cost of implementation of such improvements, if determined to be required in final design, shall be as defined in the Development Agreement.	

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
Stormwater Quality			
Even with the application of Best Management Practices (BMPs) required by the Storm Water Pollution Prevention Plan (SWPPP) for the site, the proposed project could have a negative impact on stormwater quality, particularly during a storm of a magnitude to cause on-site flooding or sheet flow discharge off the site.	4.5	The Construction Contractor shall be responsible for performing and documenting the application of BMPs identified in the Storm Water Pollution Prevention Plan (SWPPP). Weekly inspections shall be performed on the sand bags barriers and other sediment control measures called for in the SWPPP and the Wet Weather Erosion Control Plan (WWECP). Monthly reports shall be maintained by the Director, Public Works. The applicant's contractor shall inspect BMP facilities before and after every rainfall event that is predicted to produce observable runoff, and at 24 hour intervals during extended rainfall events, excepting days when there is no ongoing site activity. Pre-storm activities will include inspection of the major storm drain grate inlets and examination of other on-site surface flow channels and swales, including the removal of any debris that blocks the flow path. Post-storm activities will include inspection of the grate inlets, looking for any ponded water on the site and determining the cause, and looking for surface erosion. The Construction Contractor shall implement corrective actions specified by the City's Public Works Department, as necessary, at the direction of the Director, Public Works. Inspection records and compliance certification reports shall be submitted to the Director, Public Works, on a monthly basis and shall be maintained for a period of three years. Inspection schedules shall be monthly during the dry season and weekly during the wet season.	Mitigated below a level of significance.
4.5 Public Services and Utilities			
Natural Gas, Telephone, Cable Television			
The demand for these services will increase as a result of the proposed project; however, the proposed project would not have a significant direct or cumulative adverse impact.		No mitigation required.	Less than significant.

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
Police Protection			
Possible delays in response time may occur with implementation of the project. The proposed project may require additional police officers added to the 58 officer Police Department, and additional police protection equipment. City General Fund revenue increases from the project can partially offset this impact.	5.1	In order to reduce significant impacts to Police Department and Fire Department (paramedic) response time to the site and surrounding area, and to maintain average response time in the City, a police/fire/paramedic command station or an equivalent measure, as defined in the Development Agreement, shall be constructed on the site by the developer, at the developer's expense, to accommodate an office fully equipped with office equipment and furniture, police frequency radios, and one examination or interrogation room. The command station shall be located within the retail shopping area and shall be signed appropriately. The command station, or an equivalent safety program or measure demonstrated to avoid impact to police and fire response time, shall be located adjacent to the commercial center's management/security offices. The substation shall be operational upon occupancy of the retail portion of the B-1 area and shall be provided to the City as defined in the Development Agreement.	Mitigated below a level of significance.
Fire Protection			
Possible delays in response time may occur with implementation of the project. The proposed project is predicted to require additional fire equipment and emergency medical/paramedic and inspection personnel. City General Fund revenue increases from the project can partially offset this impact.		See Mitigation Measure 5.1.	Mitigated below a level of significance.

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
Public Transit			
The proposed project is expected to increase transit ridership in the area by 486 transit trips in the morning peak hour and 594 transit trips in the afternoon peak hour.	5.2	The Director, Public Works, shall coordinate construction and road closures with the transit district. One month lead time shall be used by the City for notification of the transit district for any street work that could affect a transit route. Transit route management and route detours shall be coordinated with Mitigation Measure 7.15 in Section 4.7, which requires that a traffic diversion management program be implemented.	Mitigated below a level of significance.
Electricity			
The proposed project includes planned relocation of existing electrical systems utilities, and provides additional electrical capacity through a proposed on-site electrical substation.	No mitigation required.		Less than significant.
Wastewater			
The proposed project will increase wastewater flows to the off-site wastewater service system in Service Area 4.	5.3	The developer shall contribute a fair share portion of the cost of a parallel 15 inch sewer main adjacent to line 407D in the form of a bond prior to City issuance of the first occupancy permit. The City shall install the 15 inch main prior to line 407D reaching 95 percent calculated capacity, or within five years of issuance of the first occupancy permit. Annual monitoring of Line 407D shall be conducted by the Public Works Department. The connection point of the on-site sewer system shall be at the downstream portion of the 1,338 foot pipe, shown in improvement plans to be reviewed and approved by the Public Works Department prior to issuance of permits. Should the installment of the sewer main not be required after five years after issuance of the first occupancy permit, the bond shall be released to the developer.	Mitigated below a level of significance.

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
Solid Waste			
The proposed project would generate 14,867 tons of solid waste annually, and would have a potentially significant impact on landfill capacity outside the City of Burbank.	5.4	Prior to occupancy permits, the project applicant shall prepare a Waste Management Plan for review and approval by the City of Burbank Public Works Department.	Significant unavoidable adverse cumulative impact.
	5.5	Final design plans shall clearly identify bin enclosures and recycle containers. Plans shall be submitted to the City of Burbank Public Works Department for review and approval. Recycling containers shall be provided by the developer to meet City waste reduction goals, as approved by the Director, Public Works Department.	
Schools			
The proposed project would generate a total of 588 new students within the Burbank Unified School District (BUSD).	None applicable. Mitigation of this impact is limited by State law. Senate Bill 50 (Chapter 407 of Statutes of 1998) (SB 50) set forth a State school facilities construction program that includes restrictions on a city's ability to condition a project to mitigate a project's impacts on school facilities, in excess of fees set forth in Education Code Section 17620. These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects.		Significant unavoidable adverse impact.
Cumulative potentially significant impacts include the following: 1) potentially substantial increase in average police emergency response time; 2) potentially substantial increase in average fire/paramedic emergency response time; 3) potentially significant impact to transit service during street construction; 4) potentially significant impact to wastewater service; 5) potentially significant impact to solid waste facilities.	See Mitigation Measures 5.1 through 5.5.		Mitigated below a level of significance.

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
Cumulative adverse impacts related to BUSD educational facilities are lessened with the implementation of collection of development fees. These cumulative impacts are not eliminated, due to the District's existing and projected shortfall to satisfy projected demand, and the additional demand created by the project for additional capacity and new facilities.		None applicable.	Significant unavoidable adverse cumulative impact.
4.6 Recreation			
Art in Public Places			
The proposed project will provide a major project entry designed with a series of aero related facades and a plaza at the project's western terminus, which will satisfy the Art in Public Places Ordinance requirements.		No mitigation required.	Less than significant.
Parks and Recreational Facilities			
The employees generated by the proposed project would increase demands upon Parks and Recreation Department services and facilities. Families and friends who visit these employees would possibly also use surrounding parks and recreation services.	6.1	The developer shall provide an enclosed bike storage facility for 16 bicycles and an active or passive outdoor open space/recreational area with seating and limited tables, the area of which shall not be less than one percent of the total area devoted to office and hotel uses, subject to the approval of the Director, Community Development. These facilities shall be provided free of charge to all office and hotel employees.	Mitigated below a level of significance.
4.7 Traffic and Circulation			
The proposed project will have significant a.m. peak hour impacts on the following freeway segments: C I-5 southbound from the Hollywood Freeway (SR-170) to Buena Vista Street	7.1	Concurrent with issuance of the first building permit and only after developer payment of transportation facility improvement fees defined in the Development Agreement, the City of Burbank, Public Works Director shall have prepared and shall have begun implementing a roadway and intersection improvement program to implement Mitigation Measures 7.1 through 7.14. The	Significant unavoidable adverse cumulative impacts on freeway segments.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
C SR-134 westbound from SR-2 to I-5; and a significant afternoon peak hour impacts on the following freeway segments: C I-5 northbound from the Ventura Freeway (SR-134) to Burbank Boulevard and from Buena Vista Street to Osborne Street. C I-5 southbound from the Ventura Freeway to Colorado Boulevard. C SR-134 eastbound from I-5 to SR-2.	roadway and intersection improvement program shall include a listing of improvements to be completed. Such improvements shall be fully implemented pursuant to the roadway and intersection improvement plan such that significant impacts are thereby avoided or mitigated below a level of significance at the time of completion of the project, or shall be substantially complete, as defined in the Development Agreement. 7.2 *Buena Vista Street at Victory Boulevard (Intersection No. 17)* The City shall provide two left turn lanes on the eastbound and southbound approaches. 7.3 *Hollywood Way at I-5 Southbound Ramps (Intersection No. 2)* The City shall signalize the intersection. (Not needed with construction of the Empire Avenue interchange.) 7.4 *Hollywood Way at Winona Avenue* (Intersection No. 3)* The City shall widen the westbound approach to provide a fourth lane. (With construction of the Empire Avenue interchange, this improvement is not needed for Development Options D1-A, D1-B, or D1-C.) 7.5 *Buena Vista Street at Vanowen Street (Intersection No. 18)* The City shall provide an exclusive northbound left turn lane and upgrade traffic signal to provide an exclusive phase for this movement. 7.6 *Buena Vista Street at Empire Avenue (Intersection No. 19)* The City shall provide three left turn lanes on the westbound approach (and three southbound departure lanes), two left turn lanes on all other approaches, and an exclusive right turn lane on	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	all approaches.	
	7.7 *Buena Vista Street at San Fernando Boulevard* (Intersection No. 21)* The City shall construct an intersection grade separation.	
	7.8 *Buena Vista Street at I-5 Northbound Ramps* (Intersection No. 22)* The City shall construct Empire Avenue interchange.	
	7.9 *San Fernando Boulevard at Lincoln Avenue* (Intersection No. 23)* The City shall construct Empire Avenue interchange.	
	7.10 *Empire Avenue at Victory Place (Intersection No. 24)* Signalize the intersection, and provide an exclusive northbound left turn lane. When the Empire Avenue interchange is constructed, the Empire Avenue/Victory Place intersection will be replaced by a grade separation, and two additional mitigation measures will be required: 1) The City shall develop a new major project access point from the project to Empire Avenue, as close to Victory Place as is physically possible. 2) The City shall provide a roadway connecting this access point with the first major access point on Victory Place.	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	7.11 *Five Points (Burbank Boulevard at Victory Boulevard/Victory Place)* (Intersection No. 25)* The City shall construct the Empire Avenue interchange, and implement the following: C Close the northeast (Victory Boulevard) leg of the intersection, and realign Victory Boulevard to intersect Burbank Boulevard west of the Five Points intersection. This improvement is illustrated in Figure 4.7.6. 7.12 *San Fernando Boulevard at Burbank Boulevard (Intersection No. 27)* The City shall add a southbound right turn lane (so the southbound approach has one left turn lane, one through lane, one shared through-plus-right turn lane, and one right turn lane). (Not required for Development Options D1-A, D1-B or D1-C. Not required with construction of the Empire Avenue interchange.) 7.13 *Project Access Driveway Locations* The developer shall provide the following changes to project access: 1) provide an exclusive right turn lane and an exclusive left turn lane for traffic turning into major project driveway access points at Lincoln and Empire, Keystone and Empire, three driveways on Victory Place, the entrance on Burbank Boulevard and the entrance on Victory Boulevard; and 2) restrict the project driveway on Buena Vista Street to right-turn-in and right-turn-out access only. 7.14 C The City shall eliminate on-street parking on Maria Street. C The developer shall provide a full movement signalized intersection access point at Victory Place and Lake	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	Street for primary access to the B-199 site.	
	7.15 Prior to issuance of the first building permit or the first street improvement project, whichever is first, the Director, Public Works, shall prepare and implement a schedule of roadway and intersection improvement construction and a traffic management plan so as to avoid peak hour transit service disruption and peak hour traffic stoppages. Traffic diversion and transit route detours shall be specified and mapped and coordinated with the transit district. All traffic diversion and street detours shall be specified by the Director, Public Works. Building occupancy and project access shall be coordinated in the plan so as to provide project access at the time of occupancy. The plan shall be updated as construction progresses and shall be kept on file in the Director's office and available for public review throughout the street construction period.	
	7.16 The developer shall submit to the City a structural section analysis of all surrounding streets identified in the traffic study for the proposed project that are used for construction related traffic, with any recommended repairs to all impacted streets caused by constructed related traffic. The developer shall be responsible for street repairs and replacement to pre-construction conditions, for impacts caused by construction related traffic, based upon these studies, and as specified in the Development Agreement.	
	7.17 Prior to issuance of building permits, the developer shall provide certification to the Director, Public Works, that area "B" as shown on Tentative Parcel Map No. 24941 provides adequate area for the proposed Empire Avenue grade separation.	
	Neighborhood Protection	
	7.18 Prior to issuance of a building permit for the proposed project, the permit applicant shall prepare a neighborhood protection	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation

strategy plan for review and approval by the City of Burbank Director of Community Development and Public Works. The strategy plan shall be prepared in consultation with potentially affected residents and appropriate City staff as determined by the City Manager, and shall include but not be limited to specific strategies that preserve adequate access while protecting, as much as is feasible and desirable by neighborhood residents and property owners, against through traffic intrusion.

Possible strategies could include but are not limited to the following:

- Construct a cul-de-sac on Brighton Street at San Fernando Boulevard (envisioned as part of constructing the intersection grade separation at Buena Vista/San Fernando);
- Install a diagonal diverter at the Brighton Street/Kenmere Avenue intersection;
- Prohibit northbound and southbound through movements at the intersection of Empire Avenue and Lincoln Street.
- Speed bumps, traffic barriers, and restricted access hours.

The City should consult with area residents prior to installation of these measures to ensure that these strategies are desired and supported, and should monitor their effectiveness after implementation to determine whether additional access modifications are warranted. All planning, engineering, and improvement costs are defined in the Development Agreement.

7.19 Prior to issuance of the first certificate of occupancy of the proposed project, the applicant shall provide evidence to the satisfaction of the City of Burbank, Community Development

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	Director, that the recommendations of the neighborhood protection strategy have been constructed, are in place, or are substantially underway with completion of improvements to be scheduled in a timely manner so as to avoid substantial neighborhood impact after occupancy. All traffic study, engineering, and improvement costs are assigned in the Development Agreement.	
Mitigation Measures 7.7, 7.8, and 7.9 may be completed after occupancy of the project, thereby causing a short-term or long-term significant impact to traffic congestion at the following intersections: No. 21 - San Fernando Boulevard and Buena Vista Street; No. 22 - Buena Vista Street at I-5 northbound ramps; and No. 23 - San Fernando Boulevard at Lincoln Avenue.	Mitigation Measures 7.1 and 7.15 will lessen traffic circulation impacts.	Significant unavoidable adverse impact.
4.8 Air Quality		
Short-Term Construction Emissions		
The proposed project will result in significant short term construction emissions from airborne dust and emissions from heavy equipment, long - term mobile emissions from vehicle traffic, and long-term stationary emissions from off-site electrical power generation and on-site natural gas use. Airborne contaminants from soil disturbance and excavation.	8.1 In order to reduce short-term construction impacts from emissions from equipment and vehicles, prior to issuance of grading permits the permit applicant shall include the following measures on construction plans and in all construction contracts, to the satisfaction of the Director, City of Burbank Community Development Department: C The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency as reported by the federal government. C The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.	Significant unavoidable adverse impact.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation

- The Construction Contractor shall time the construction activities so as not to interfere with peak hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flag person shall be retained to maintain safety adjacent to existing roadways.

- The Construction Contractor shall provide ridesharing and transit incentives for the construction crew, such as free bus passes and preferred carpool parking.

8.2 In order to reduce short-term construction emissions, prior to issuance of building permits the permit applicant shall include low emission architectural coatings measure on construction plans. The Director, City of Burbank Community Development Department, shall verify inclusions of this measure:

- The Construction Contractor shall utilize, to the extent possible, precoated/natural colored building materials, water based or low VOC coating, and coating transfer or spray equipment with high transfer efficiency, such as high volume low pressure (HVLP) spray method, or manual coatings application such as paint brush, hand roller, trowel, spatula, dauber, rag or sponge.

8.3 In order to reduce fugitive dust from construction activities, the following shall be implemented by the applicant prior to commencement of grading or excavation:

Prior to issuance of grading permit, the applicant shall furnish documentation to the satisfaction of the Director, Community Development Department, that the following provisions are included in the grading contractor's contract.

1. Apply non-toxic chemical soil stabilizers according to manufacturers' specifications, to all inactive construction areas and previously graded areas inactive for five days or more.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation

2. Enclose, cover, water twice daily, or apply non-toxic soil binders, according to manufacturers' specifications, to exposed stockpiles (i.e., gravel, sand, dirt) with five percent or greater silt content.

3. Automatic water mist or sprinkler systems should be installed in areas with stockpiles. Adequate amounts of water shall be applied to areas of excavation, trenching, and stockpiles to preclude generation of visible dust plumes.

4. Daily and weekly summary monitoring reports shall be submitted to the Director, Community Development, by the applicant or contractor.

8.4 In order to reduce fugitive dust from on-site and off-site vehicle activity, the following measures shall be implemented by the applicant and the contractor during the period of construction:

The applicant shall furnish documentation to the satisfaction of the Director, Community Development Department, that the following provisions are included in the grading contractor's contract:

1. All trucks hauling, dirt, sand, soil, or other loose materials are to be covered, or shall maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code section 23114 ("freeboard" means vertical space between the top of the load and top of the trailer); tightly secured covering to truck.

2. Sweep adjacent streets once a day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water). Sweep streets immediately after period of heaviest vehicular track-out activity.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation

3. Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. Set up truck washing area on paved access road area so subsequent truck travel on unpaved roads can be eliminated.

4. Pave or provide gravel roadbed on all on-site construction access roads at least 100 feet onto the site from main road.

5. Apply water three times daily, or apply non-toxic soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.

6. Traffic speeds on all unpaved roads to be reduced to 15 mph or less; effective traffic control or signage shall be installed and maintained.

7. Daily and weekly monitoring reports by the developer's monitor, acceptable to the City of Burbank, shall be submitted to the Director, Community Development, by the applicant or contractor.

8.5 A construction and construction related activity monitor satisfactory to the Director of Community Development shall be retained by the applicant prior to issuance of grading permit. The monitor shall monitor all activity on a daily basis, keep written daily records, and file daily activity reports with the Director, Community Development, for the duration of grading and construction. The monitor shall be employed by the applicant or the applicant's contractor, and shall file reports with the Director, Community Development. The monitor shall report on the following strategies:

- Construction equipment exhaust shall be minimized by use of:

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	- NO_x control technologies, such as fuel injection timing retard for diesel engines and air to air after cooling. - Low sulfur fuel. - Well maintained equipment and proper planning to minimize trips/use. - Log fuel use, hours of operation, and periodic maintenance. • Fugitive dust shall be controlled as specified in Mitigation Measures 8.3 and 8.4, and SCAQMD rules and regulations. • Restrict delivery of construction supplies and off-site hauling of debris - Restrict to non-peak travel periods whenever feasible, except for concrete and earthwork related activities. • Construction worker travel in carpools shall be encouraged by: - Common carpool registry shall be maintained at the construction site and managed by the applicant. • Application of building materials and architectural coatings shall be controlled by: - All materials must comply with applicable SCAQMD rules and Mitigation Measure 8.2.	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Long-Term Regional Emissions		
Estimated emission levels of CO, ROC, and NO_x would exceed the SCAQMD threshold for long-term operations.	There are no other practical mitigation measures for reducing long-term significant regional impacts. Implementation of the requirements of the City's Transportation Demand Management (TDM) Ordinance and SCAQMD Rule 2202 will reduce long-term regional air quality impacts resulting from stationary sources, on-site sources, and mobile sources; however, total regional emissions remain at a significant level and are considered unavoidable significant impacts.	Significant unavoidable adverse impact.
4.9 Noise		
Long-Term Aircraft Noise		
The project site is not within the 60 dBA Ldn noise contour of the Burbank-Glendale-Pasadena Airport. The proposed project is not proposing noise sensitive land uses.	No mitigation required.	Less than significant.
Long-Term Rail Noise		
The proposed project would not result in significant changes in rail operations. If an eight foot high block wall is constructed along the property lines adjacent to the residences, long-term rail noise will be less than significant.	No mitigation required.	Less than significant.
Long-Term Traffic Noise		
The proposed project would have less than significant traffic noise impacts on off-site sensitive land uses.	No mitigation required.	Less than significant.
Short-term Construction Noise		
The proposed project would have short-term noise impacts associated with demolition,	9.1 Prior to issuance of grading permits, the applicant shall specify construction hour restrictions on the grading plans. Due to the	Mitigated below a level of significance.

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
excavation, grading, and building on site during construction, but these would no longer occur once construction is completed.		close proximity to residences, construction activity shall be restricted to the hours of 7:00 a.m. to 7:00 p.m., everyday. The grading plan shall be submitted to and approved by the Director, Community Development..	
	9.2	Construction equipment shall be equipped with working muffler to minimize noise impacts during construction phase. Prior to issuance of grading permit, the applicant's on-site monitor (see Mitigation measure 8.1) shall submit an initial inspection report of all on-site equipment noting conditions of equipment mufflers. This report shall be updated on a weekly basis. All reports shall be submitted to and approved by the Director, Community Development, throughout the construction period of the project.	
Long-term On-site Stationary Sources			
On-site loading/unloading activities, trash pickup, and parking lot activities associated with the proposed project would potentially result in noise nuisance or exceedance of the City's noise standards at the closest residences during the more sensitive nighttime hours.	9.3	A sound barrier consisting of variegated concrete blocks or other suitable material with no gaps or other form of effective noise barrier shall be constructed between the proposed project and residences immediately adjacent to the project site where the railroad tracks do not provide noise shielding similar to an (effective) eight foot high barrier. The location, length, material, and effective height of the sound barrier would be determined when final design of project layout and grading elevations are available and shall be verified by an acoustical study prior to issuance of permits for the wall by the Director, Community Development. The wall shall be constructed near the property lines adjacent to residences to effect a 3 to 6 dBA minimum noise level reduction, depending upon intervening topography and distance from the anticipated noise source prior to issuance of occupancy permits for uses on the B-199 site and uses along the southern property line on the B-1 site.	
	9.4	Prior to issuance of grading permits, the applicant shall prepare	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	and submit for review and approval by the Director, Community Development, a planned route for construction equipment access and truck route to the project site that minimizes exposure of residential uses to construction related truck and equipment activity. Approved route maps shall be provided to contractors. A note shall be provided on all grading plans and building plans specifying the route to be followed for access to the site.	
	9.5 Outdoor speakers used for announcements and outdoor paging systems shall be prohibited throughout the site.	
4.10 Aesthetics		
Visual Changes		
The visual changes to Views C, D, and E related to the proposed project compared to existing vacant conditions are not considered to be significant visual impacts, because the change in the foreground view does not affect sensitive viewer groups (the residential neighborhoods to the south and west of the project site), and because there are no officially designated scenic vistas affected by the development.	No mitigation required.	Less than significant.

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
Visual changes to Views A, B, and F related to the proposed project compared to existing vacant conditions are considered to be significant visual impacts, because there is a substantial change in the foreground view of sensitive viewer groups (residential neighborhoods to the south and west of the project site).	10.1	Prior to the issuance of building permits for any buildings on the project site, the project applicant shall submit, and the Community Development Department shall have approved in conjunction with review by the Park and Recreation Department, plans verifying that landscaping will be installed along the boundaries of the project site and within the parking lot area so as to lessen visual impacts of the project. This landscaping will include a predominance of 24 inch box trees and 15 gallon shrubs along the perimeter that will mature to a size sufficient to minimize views of the proposed project from adjacent residential properties. Surface parking lot landscaping shall conform to Media District Overlay Zone landscape requirements, consistent with Burbank Municipal Code Section 31-2107. Tree and shrub placement shall be at appropriate locations, subject to the review and approval of the Directors of the Park and Recreation Department and the Community Development Department.	Mitigated below a level of significance.
	10.2	Prior to the issuance of building permits for any buildings on the project site, the project applicant shall submit, and the Community Development Department shall have approved, plans that verify that all outdoor lighting (street lights, parking lot security lights, parking structure lights, and building lights) is designed so that all direct lighting is confined to the project site and that adjacent residential properties located to the west and south are protected from spillover light and glare, and in conformance with City site plan review requirements.	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	10.3 Prior to the issuance of building permits for parking structures on the B-1 site, the project applicant shall provide visual screening along the open portions of the parking structure facing residential uses to reduce the visibility of vehicle lights and interior security lighting (as well as vehicle noise) outside of the structure. The screening shall consist of a solid wall, or a combination of plant and building materials to achieve a comparable effect, and shall be designed to the satisfaction of the Director of Community Development.	
Building Height Impacts		
The proposed project will change the views from an existing view of vacant land in the foreground and inland foothills and mountains in the background to urban development (including office, commercial, and retail buildings) in the foreground, with minimal views of inland foothills and mountains in the background.	See Mitigation Measure 10.1.	Mitigated below a level of significance.
Light and Glare		
Light sources will be created on the site through lighting along streets, around buildings, in parking areas and parking structures, and for signage for the proposed project. These additional light sources within the project area may create light and glare impacts to the adjacent residential areas west and south of the B-199 site.	See Mitigation Measure 10.2 and 10.3. *(The additional Mitigation Measures below apply to the proposed auto dealership and associated light sources of Development Option D1-A, D1-B, and D1-C.)* 10.4 The applicant shall demonstrate to the Community Development Department that the exterior lighting system has been designed and directed in such a manner as to shield light sources from adjacent residences and to minimize light spillage and glare to the adjacent residential properties to the south across the railroad tracks and to the west of the B-199 site. Prior to approval of	Mitigated below a level of significance.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation

building permits by the City, the applicant shall provide to the Community Development Department with a lighting system plan, indicating light fixture project types and technical specifications, including photometric information, to determine the extent of light spillage or glare that can be anticipated. Lighting on the B-199 development parcel shall be limited as follows:

- Maximum fixture height is 25 feet within 100 feet of the residentially zoned property fronting on Mariposa Street;
- Maximum candlefoot at western property line, which is adjacent to the residences, is 0.50 candle feet;
- Hoods shall be provided on all fixtures to direct light downward and avoid off-site lighting;

10.5 Auto sales and service lighting on the B-1 development parcel shall be limited as follows:

- Maximum fixture height is 35 feet;
- Maximum candlefoot at the southern property line across the railroad tracks from the residences shall be no greater than 1.0 candle feet;
- Hoods shall be provided on all fixtures to direct light downward and avoid off-site lighting.

10.6 The auto sales and service lighting system shall be on a timer that allows employees to safely return to their cars after the end of the work shift, but then shall be timed to reduce light levels to the minimum required for security purposes, as required by the Police Chief. A remote tripping device could be used alternatively or in addition to a timer to allow the employee to retrieve their cars under the bright lights and then return the lights to the dimmer level.

Potential Environmental Effect		Mitigation Measure	Level of Significance After Mitigation
		This information shall be made a part of the building set of plans prior to issuance of the final building permit approvals. Prior to issuance of occupancy permit approvals, the applicant shall schedule an evening inspection by the Code Enforcement Division to confirm control of light and glare specified in this mitigation measure.	
4.11 Public Health and Safety			
Potential effects may result from undetected site contamination, specifically at locations adjacent to the development parcels B-1 and B-199, on purchase properties along West Burbank Boulevard and North Victory Place, which are to be used for 1) realignment of Burbank Boulevard and 2) the Lake Street access to the Costco.	11.1	Prior to issuance of any demolition, grading, or street work permits for the Five Points project or the Lake Street Access, the City of Burbank Public Works Department shall provide documentation that additional standard historical sources were researched in accordance with ASTM E 1527-97 to identify any additional unknown prior uses on purchase properties along West Burbank Boulevard/North Victory Place to be added to the project, including (but not limited to) aerial photographs dating back to 1928, fire insurance maps (Burbank Fire Department), and local street directories for all former site addresses. Current site usage shall be documented through inspection of structures and open areas on these properties for the presence, handling, or storage of hazardous substances or petroleum products. Documentation shall be provided that limited or pre-demolition surveys for ACMs and LBPs (including sampling and analysis of all suspected building materials) and inspections for PCB containing electrical fixtures were completed on these properties. All inspections, surveys, and analyses shall be performed by appropriately licensed and qualified individuals in accordance with applicable regulations. All identified ACMs, LBPs, and PCB containing electrical fixtures shall be removed, handled, and properly disposed of by appropriately licensed contractors according to all applicable regulations during demolition of structures. Air monitoring shall be completed by appropriately licensed and qualified individuals in accordance with applicable	Mitigated below a level of significance.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	regulations both to ensure adherence to applicable regulations and to provide safety to workers and the adjacent community. The Public Works Department shall provide documentation (including all required waste manifests, sampling and air monitoring analytical results, etc.) that abatement of any ACMs, LBPs, or PCB containing electrical fixtures identified on these properties has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies). Documentation shall be provided to demonstrate that Phase II Environmental Site Assessments (ESAs), including a geophysical survey and/or subsurface exploration, sampling, and environmental laboratory analyses (as described in ASTM E 1903-97), were completed in all areas of RECs on the street realignment and access purchase properties along West Burbank Boulevard/North Victory Place. The necessity for Phase II ESAs shall be based upon the presence of any potential REC on these properties identified in the Phase I ESA, suspected from the results of the required additional historical research (to comply with in accordance with ASTM E 1527-97), or observed during site inspections. All Phase II ESAs shall be completed in accordance with the latest updated version of applicable portions of the California Regional Water Quality Control Board-Los Angeles Region (LARWQCB), "Interim Site Assessment and Cleanup Guidebook" dated May, 1996, and the latest updated version of applicable portions of the California EPA-Department of Toxic Substances Control (DTSC), "Guidelines for Hydrogeologic Characterizations of Hazardous Substance Release Sites," Volumes 1 and 2, and "Drilling, Coring, Sampling and Logging at Hazardous Substance Release Sites." Prior to issuance of any grading or building permits for the project, the permit applicant shall provide documentation that a remedial plan to mitigate any contamination identified on the Lake Street	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
	access/Five Points realignment purchase properties along West Burbank Boulevard/North Victory Place has been submitted to, and approved by, the appropriate regulatory agency (e.g., LARWQCB or DTSC). Costs and responsibilities assigned to the City and the developer associated with the above required documentation, site remediation, and permitting shall be as agreed to in the Development Agreement. The Director, Public Works Department, shall be responsible for implementation and appropriate documentation of this measure.	
	11.2 Prior to public utilization of the Lake Street access or the affected areas of the Five Points Intersection realignment purchase parcels for street purposes required for development on the B-199 Subarea, the City shall provide documentation (including all required waste manifests, sampling, and monitoring laboratory analytical results, etc.), to the satisfaction of the Director, Public Works Department, that remediation of any contamination or wastes identified on the properties along west Burbank Boulevard/north Victory Place to be added to the project, as identified by the actions required in Mitigation Measure 11.1, has been completed in full compliance with all applicable regulations and approved by the appropriate regulatory agency(ies).	

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
Records indicate that the proposed development site (Lockheed Martin Plant B-1 and B-199 parcels) has experienced substantial contamination from past aircraft manufacturing processes at the site. Remediation actions at the B-1 and B-199 sites have removed much of the site contaminants and, therefore, the potential exposure pathways where humans might be exposed to site contaminants have been eliminated. Potential health risks from possible residual contaminants in the soil on these parcels have been ameliorated through project improvements, project design, limits on soil disturbance and excavation depth, and adherence to local, State, and federal operational regulations and site construction regulations. Vapor barriers are included as project components to protect human occupants from possible residual site contamination. Current operation of the VES will continue unaffected by project development until closure is granted by the Los Angeles Regional Water Quality Control Board, providing further remediation of residual soil contaminants.	No mitigation required.	Less than significant.

Potential Environmental Effect	Mitigation Measure	Level of Significance After Mitigation
4.12 Secondary Economic Effects		
The proposed project will not result in any significant secondary economic effects or adverse secondary market impacts leading to physical changes to the environment Although there would be a substantial decrease in general merchandise sales in the downtown as a result of the proposed project, the decrease will not lead to a significant disinvestment in downtown businesses should the general merchandise retail/big box retail competition be limited to under 250,000 square feet, as depicted in the proposed site plans for the proposed project (Development Option A).	No mitigation required.	Less than significant.